

AMERICA MAY ACT ON RUSSIAN MINE LAYING

Naval Attaches Told to Report as to Danger to Shipping.

THE PRESIDENT TO DECIDE

More Denunciation Here and in England of Russia's Promiscuous Scattering of Mines at Sea.

Special to The New York Times. WASHINGTON, May 25.—Through the American Ministers abroad the Naval Attaches of the United States have been instructed to report upon the number and danger to neutral shipping of war mines floating off the Manchurian coast.

The information obtained will be placed in the hands of the Naval General Board, which will submit its views to the President, and if occasion warrants representations will be made to the belligerents.

The State Department is at present without advice from any official source whatever regarding the planting of mines by Russia on the high seas. The attention of Secretary Hay was directed to the wireless dispatches of THE TIMES describing the floating of mines many miles beyond the territorial jurisdiction of Russia in the open sea, and some of them within a few miles of Wei-hai-Wei, a British possession.

Mr. Hay's Attitude. Mr. Hay would express no opinion regarding the probable action of this Government in the event of the matter coming before the department. While not doubting the accuracy of the press reports, it was, he said, not customary to make such reports the basis of official communication.

It is worthy of mention that when Count Cassini, the Russian Ambassador, notified Secretary Hay that Russia would treat as spies those engaged in using wireless telegraphy in sending information of movements and happenings within the field of military operations, this threat being especially aimed at courses at the steamship Harbin, in the service of THE LONDON TIMES and THE NEW YORK TIMES, the United States was the only Government that replied to Russia's notification, although all the Powers received the same notification.

Mr. Hay informed St. Petersburg through Count Cassini on that occasion that the United States reserved the right to watch over the persons and property of its citizens, and that an authority on military rights would be a subject for inquiry.

In like manner there is little doubt that if the attention of this Government is officially called to any flagrant violation of the laws of nations and the usually recognized customs of civilized warfare, such as the deliberate planting of floating mines in the open sea by either of the belligerents in the Far East, appropriate action will be taken.

Views of Officers.

At the War and Navy Departments officials are not so reticent as those of the State Department, although army and navy officers will not consent to be quoted, an Executive order forbidding them publicly to discuss matters connected with the war between Japan and Russia. All agree that the planting of floating mines in the open sea is an inhuman act which cannot be defended in any conceivable circumstance.

An army officer of long service and varied experience, and an authority on military law, said that a belligerent had the right to mine his own harbors and the adjacent waters within the prescribed geographical limits; that he had the right to mine his enemy's harbors and coast in like manner; that he had the right to employ mines as against the enemy, but in doing these acts must take care that injury did not come to neutrals.

While methods of communication between Chancelleries are few, lines of the strictest formality and in accordance with long-established usage, it is an open secret that the passage of official notes is not always awaited in order to learn the exact facts regarding the condition of affairs believed to exist.

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TIE-UP OF FREIGHT AFLOAT AND ASHORE

A Thousand Firemen and Oilers Leave New Haven Boats.

THREAT TO PENNSYLVANIA

That System Declines to Aid Vanderbilt Road—All Handlers Between Here and Boston Ordered Out.

CONDEMNNS RUSSIA'S COURSE.

Leading British Authority Says Laying of Mines at Sea Was Illegal.

LONDON TIMES—NEW YORK TIMES Special Cablegram. Copyright, 1904, THE NEW YORK TIMES. LONDON, May 25.—Thomas Erskine Holland, Professor of International Law and Diplomacy at Oxford, who is regarded as the greatest authority on international law in Great Britain, says in a letter to THE TIMES:

"The question asked in your columns by Admiral De Horsey in reference to facts as to which we are as yet imperfectly informed well illustrates the perpetually recurring conflict between belligerent and neutral interests. They are of course irreconcilable, and the rights of the respective parties can be defined only by way of compromise.

"It is beyond doubt that the theoretically absolute right of neutral ships, whether public or private, to pursue their ordinary routes on the high seas in time of war is limited by the right of belligerents to fight on those seas a naval battle, the scene of which can be approached by such ships only at their proper risk and peril. In such cases the neutral has ample warning of the danger to which he would be exposed did he not alter his intended course.

"It would, however, be an entirely self-inflicted wound to show oneself implicated in belligerent war risks of the existence of which it was impossible for him to be informed while pursuing his lawful business in waters over which no nation pretends to exercise jurisdiction.

"It is certain that no international usage sanctions the employment by one belligerent against another of mines or other secret contrivances which would, without notice, render dangerous the navigation of the high seas. No belligerent has ever asserted his right to do anything of the kind, and it may be in the recollection of your readers that strong disapproval was expressed of the design erroneously attributed to the United States a few years since of effecting the blockade of certain Cuban ports by torpedoes instead of by a cruising squadron. These, it was pointed out, would superadd to the risk of capture and confiscation of such a blockade runner was admittedly liable the penalty of the destruction of the ship and all on board.

"It may be worth while to add, as bearing upon the question under discussion, that there is a tendency in expert opinion toward allowing the line between territorial waters and the high seas to be drawn at a considerably greater distance than the old measurement of three miles from the shore.

OPINION OF PROF. MOORE.

If Russians Did as Reported, Their Act Was Inadmissible.

John Bassett Moore, who was Secretary and counsel to the Peace Commission at Paris in 1898 and is now Professor of International Law and Diplomacy at Columbia College, is inclined to disbelieve the statements that Russia is laying explosive mines outside her own waters and allowing them to drift promiscuously in the open sea. He said last night:

"I believe we should not be too hasty in accusing Russia of violating international law. So far as I have been able to learn, there is no absolute proof that the planting of floating mines in the open sea is an inhuman act which cannot be defended in any conceivable circumstance.

"My judgment would be that mines, whether anchored or intentionally set adrift in the Strait or Gulf of Pe-chi-Li beyond the coast sea limit, constitute an undiscriminating attack upon neutral and belligerent alike, and are therefore illegal.

CARTRIDGE ON CAR TRACK.

Car Explodes and Bullet Wounds Little Boy. Some one placed a 32-calibre cartridge on the car track at One Hundred and Twenty-third Street and Amsterdam Avenue last night, which was exploded by a car passing over it. The bullet made an ugly wound in the face of Henry Adams, a five-year-old boy, who lives at 228 West One Hundred and Twenty-third Street, and who was flying near the track at the time.

DYSENTERY BACILLUS FOUND.

HILTON HIT BY STONE THROWN AT HIS AUTO

Son of the ex-Judge Is Struck as Was Mrs. Gotshall.

PURSUIT OF HIS ASSAILANT Victim and Bicycle Policeman Capture Lad, but He Is Freed After a Lecture.

POPE HELPS ANTI-DUELISTS.

Decorates Two Students Disgraced by Refusal to Accept Challenges.

LONDON TIMES—NEW YORK TIMES Special Cablegram. Copyright, 1904, THE NEW YORK TIMES. COLOMBO, May 24.—Castellani, the bacteriologist, has discovered the bacillus of dysentery, and he will shortly read a paper on it before a medical association. He is now conducting the final experiments.

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Crane told the agent that he had no money with which to buy food for the cow, and had been sick all winter. When placed under arrest he said he did not see how he could get to Morristown, as he had no money and no conveyance. When he had been taken to the city of Morristown, he appeared dusty and weary, having a distance of twenty-three miles. During the past two weeks he had done a little work as a day laborer, but he was not getting any money. He had a cow and a pig, but he was not getting any money for them. He had a cow and a pig, but he was not getting any money for them.

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At noon, after there had been a long meeting and many speeches at the Spring Street headquarters of the freight handlers, a delegation of labor men arrived at the office of Capt. Jacob W. Miller, General Manager of the Marine Department of the New Haven Road. They came from the Captain talked with them behind closed doors on the second floor of the Providence Line pier, at the foot of Murray Street.

The labor men were led by President Curran of the freight handlers, who came from Chicago on Monday; First Vice President Edward Gould of the Teamsters' Union; Agent Valentine Hoffman of the teamsters, and Secretary D. Sullivan of the firemen and oilers.

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END WIRELESS RESTRICTIONS.

Japan Will Readmit Times's Boat to War Zone on May 30.

DESPERATE FIGHTING NEAR PORT ARTHUR

Several Hundred Japanese Killed in Last Few Days.

RUSSIANS MAKING SORTIES

Surrender of Kin-Chow Expected—Japanese Forced Out to Have Been Wiped Out.

LONDON, May 25.—The Daily Telegraph's correspondent at Niu-Chwang says the Japanese land operations against Port Arthur are meeting with little success and that Lieut. Gen. Stoessel and Major Gen. Fock continue to make well-directed but desperate sorties against the advance of the Japanese, who are fighting with a stubborn determination almost unknown in history.

MUSN'T BLUFF IN KANSAS.

Pickwickian Offer of Editor Promptly Accepted by Governor.

Special to The New York Times. EMPORIA, May 24.—William Allen White, editor of The Emporia Daily Gazette, to-day received an offer of the position of State Accountant under Governor Bailey. The offer made by the Governor is the result of an editorial article written by Mr. White last week in which he declared that he would gladly accept the place of State Accountant without a salary.

QUAY HIMSELF HAS NO HOPE.

His Firm Belief That He Is Dying an Alarming Feature of Case.

WASHINGTON, May 24.—The reports of friends who have visited Senator Quay at Morgans do not tally with the hopefulness shown in press dispatches. One of the worst features of the Senator's illness, they say, is his own firm belief that he cannot recover, and his indisposition to take a more hopeful view of a possible recovery.

STRUCK BY OPENHIM'S AUTO.

Son of Henry G. Vogel Has Both Cheek Bones Broken.

Augustus W. Openhym, who lives at the Hotel Belvedere, Seventy-seventh Street and Broadway, and whose brother, Adolph Openhym, was found drowned in the Harlem River, ran down a twelve-year-old boy at Seventy-ninth Street and Broadway in his automobile last night.

GREAT PIANO BONFIRE.

Death Knell of "Squares" Sounded at Atlantic City.

Special to The New York Times. ATLANTIC CITY, N. J., May 24.—While 150 delegates to the National Piano Dealers' Convention here waved red lights and danced in a great circle, 200 venerable square pianos were being burned in the Chelsea Heights at 10:30 to-night. The widely advertised destruction of the pianos was first proposed for the ocean front, but was barred therefrom by Mayor Stoy by reason of the danger to the city.

BOY SAVES NEW YORK LIMITED.

Hears Two Men Planning to Wreck Train and Notifies Authorities.

Special to The New York Times. DELPHOS, Ohio, May 24.—The New York Limited on the Pennsylvania Railroad would have been wrecked at the Auglaize River, three miles east of here, at midnight, but for the intervention of a boy fifteen years old.

RUNAWAY IN BROADWAY.

Frightened Horse Tries to Get into Gilsley House Cafe.

A horse attached to an express wagon, owned by John Cortes, who has a stand at Broadway and Twenty-ninth Street, and generally driven by Stephen Stefano of 30 West End Avenue, ran away to-night, dashed against a window of the hat store on the corner, breaking a big plate glass. Then the horse dashed across the street and tried to get into the Gilsley House Cafe. It struck in the door, and Policeman William H. Diehl backed it up.

MILK QUENCHED AUTO FIRE.

Then Another Machine Entered House and Turned Over.

INDIANAPOLIS, May 24.—Prince Pu Lun and party were taken to Lafayette to-day in automobiles. Thirty machines started. Before starting the machine that was to carry Prince Pu Lun took fire and there was much excitement.

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De Wanamaker Store

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STORE CLOSSES AT 5:30 P. M.

De Wanamaker Store

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Beautiful New LACE COATS
At \$27.50

They are quite as effective as Paris models that cost eighty to a hundred dollars, as the picture suggests. In fact, these coats were made to our order; and directly copied—almost exactly copied, from a Paris model costing several times as much as we ask you for these beautiful garments.

They are made of handsome designs in Chantilly and Spanish laces, in black and white; in very full effect, shirred onto a deep silk embroidered yoke. Latest style, full sleeves. Lined throughout with silk.

It is the most dressy and pleasing Summer Wrap that can be imagined—elegance that is quite inexpensive. \$27.50. We also show a very broad variety of other Summer Coats, of embroidered linens, appliqued taffetas, pongee, cloth of gold, and other fabrics, at \$16.50 to \$40.

Some Newly Lowered Prices On HANDSOME COSTUMES

These costumes are all fresh and charming Summer gowns, that will serve for all but the most pretentious occasions of the Summer season. They are the prettiest dresses that we have shown this year. But it is high time that they should have found their way into appreciative wardrobes; so today we lower the price-bars, to make them still more tempting.

Such beautiful dresses, in such fresh and perfect condition, should be sold quickly at these decisive reductions on previous fair prices.

\$60 to \$75 COSTUMES at \$50

Of crepe de Chine and voile, in dainty colorings; pretty styles; tastefully trimmed; made over taffeta silk lining.

\$83 to \$135 COSTUMES at \$75

Of crepe de Chine, lace and voile, all handsomely trimmed, in artistic designs, and made over taffeta silk linings.

\$140 to \$175 COSTUMES at \$100

Some of the most elegant gowns that we have shown—made of crepe de Chine, silk and voile, in most artistic designs. Second floor, Broadway.

A Charming New Group In The SHIRT-WAIST SALE

We were not surprised to find the highest-priced Waists going most rapidly. They were so beautiful that women simply couldn't resist them. \$3.75 seems a very small price, when it is found on waists worth \$6. So they went in a jiffy.

Today we add a new group, even more tempting, in which every waist is worth three dollars more than its price—

\$7.50 Linen and China Silk Waists at \$4.50

Of fine white linen, plaited and trimmed with faggoting, and further beautified with hand-made medallions of embroidery. The China silk waists are in tailored styles, or trimmed with lace insertions.

There are still ample quantities of the White Lawn and Madras Shirt-Waists—

At \$1, worth \$1.50 and \$1.75

At \$1.50, worth \$2 to \$2.50

At \$2, worth \$2.75 to \$3.25

At \$2.75, worth \$3.50 to \$5

Second floor, Rotunda Balcony, and Cross aisles at both ends of it.

Yes; There Is Still a Good Chance for a PIANO

This has been one of the most successful Piano Sales we ever held. In the first place, we had a splendid collection of Pianos ready. They were in fine condition, and the prices were exceptionally low. About a hundred instruments were sold yesterday; but there is excellent opportunity still, for those who will come early today. Here is the list:

Miscellaneous Upright Pianos

Stadler & Son Upright, was \$250, now \$140.
Kuhn Upright, was \$350, now \$155.
Marshall & Smith Upright, was \$300, now \$150.
Deid & Zueh Upright, was \$300, now \$155.
Spelman & Co. Upright, was \$275, now \$165.
Kroger Upright, was \$300, now \$190.
Fisher Upright, was \$350, now \$195.
Royal Upright, was \$300, now \$195.
Mason & Hamlin Upright, was \$450, now \$225.
Gilbert Upright, was \$250, now \$145.
Crown Upright, was \$500, now \$265.

Mason & Hamlin Upright Pianos

5 Mason & Hamlin Uprights, were \$450, now \$250 each.
2 Mason & Hamlin Uprights, were \$500, now \$375 each.
2 Mason & Hamlin Uprights, were \$600, now \$450.

Chickering Upright Pianos

1 Chickering Upright, was \$450, now \$195.
1 Chickering Upright, was \$500, now \$275.
1 Chickering Upright, was \$550, now \$450.

Other Upright Pianos

7 Kurtzman Uprights reduced to \$300.
3 Kurtzman Uprights reduced to \$225.
5 Frederick Doll Uprights, were \$185, now \$140 each.

Grand Pianos

Chickering Concert Grand, was \$1000, now \$190.
Mason & Hamlin Parlor Grand, was \$800, now \$350.
Mason & Hamlin Parlor Grand, was \$900, now \$375.
Mason & Hamlin Parlor Grand, was \$850, now \$375.

Mason & Hamlin Organ, was \$70, now \$40.
Mason & Hamlin Organ, was \$70, now \$50.
Mason & Hamlin Organ, was \$275, now \$175.
2 Mason & Hamlin Organs, were \$450, now \$225 each.
Needham Organ, was \$125, now \$50.

There are still a few ANGELUS Piano Players, of the models taken in exchange for the new Angelus. They have all been back to the factory of Wilcox & White, and brought up to date, and put in perfect condition. And they are exactly half price—\$125. Piano Store, Fifth floor.

Dhurrie Rugs---Half Price

There is little need to dilate upon the popularity of the Indian Dhurrie Rugs, for Summer furnishing—every housekeeper likes their artistic effect, as well as their durability.

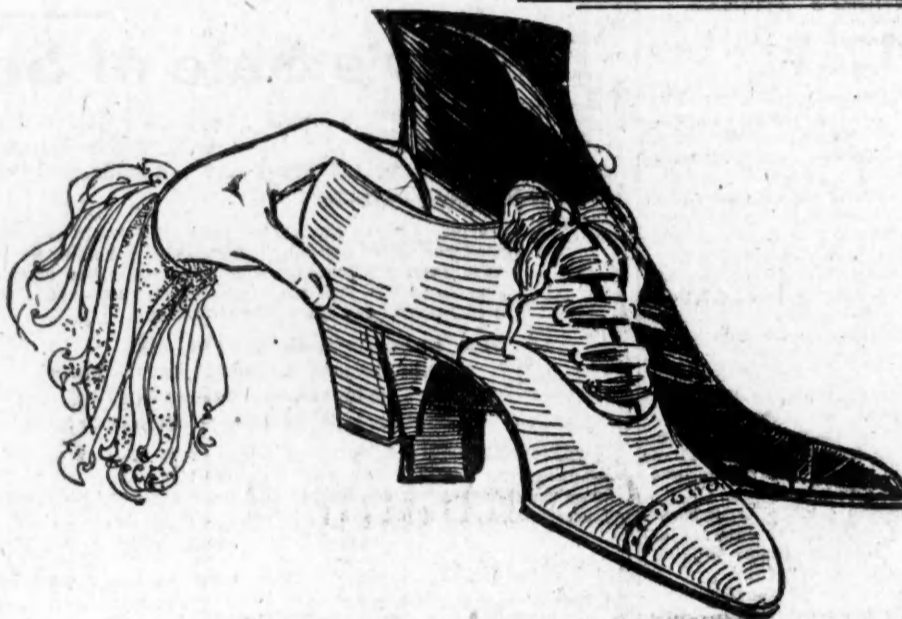
They are Oriental in design and coloring, thick, cool, and most decorative. They are used for floors, walls, or doorway hangings.

We counted it right good fortune to secure an importer's stock at half price. Good luck for you to be able to pick out what you want, at the same splendid saving. These sizes and prices:

4 1/2 x 9 ft., regularly \$7, now \$3.50.	9 x 10 ft., regularly \$15, now \$7.50.
5 x 8 ft., regularly \$6.50, now \$3.25.	9 x 12 ft., regularly \$18, now \$9.
5 x 10 ft., regularly \$8.50, now \$4.25.	8 x 19 ft., regularly \$9.50, now \$4.75.
7 1/2 x 10 1/2 ft., regularly \$18, now \$9.50.	2 1/4 x 24 ft., regularly \$9, now \$4.50.

Also this lot of Kobe Rugs. Made of cotton, in green and white, blue and white, and in mixed colorings of blue, green and yellow, on white grounds:

27 x 54 inches, regularly \$2.50, now \$1.25.	9 x 10 ft., regularly \$20, now \$10.
3 x 5 ft., regularly \$3.50, now \$1.75.	9 x 12 ft., regularly \$25, now \$12.50.
4 x 6 ft., regularly \$5.75, now \$2.75.	



Don't Empty Your Purse Into Your Shoes

Here's a Sale that enables you to put a nice part of your shoe money back into your pocket-book, for other uses.

Today We Announce the Wanamaker Summer SHOE SALE

This means that we have provided many thousands of pairs of stylish and desirable Summer Shoes, for men, women and children, of the sorts that probably nine people out of ten would have selected at full prices, and are offering them at most substantial savings in cost, right at the moment when many thousands of people are ready to buy. Many of the bargains are most remarkable; but on the average

The Shoes Are Worth a Half More Than You Need Pay for Them

Many of the shoes are in lines that have been made up specially to our order; but made between-times in the factories when they did not have other work; and set aside, to be shipped in to us, for this Summer Sale for which we have been preparing.

In addition to these large, full, regularly assorted lines, at special prices, we have many odd lots, where the assortments are not so complete; but where the bargains are still greater.

All the shoes are well made, of good, solid, honest leathers, or of finer leathers that are worthy and well made up.

It is a sale that saves you money on exactly the shoes that most people want—as timely as the savings are decisive.

Read on:

Men's Shoes

Men's Stout Lace Shoes, \$1

400 pairs of box calf lace shoes: round toes with tips; shoes that we have sold at \$1.50, although worth \$2; sizes 6 to 10.

Men's Velour and Kid Lace Shoes, \$1.50

Box calf, kid and velour calf lace shoes, that were made to sell at \$2.50. We have sold them readily at \$1.90; now, to clean them up, they're \$1.50.

Men's Tan Calf Shoes, \$2.40

Fresh, stylish tan calf lace shoes on a Potay last; welted soles, at two-thirds their real value: all sizes to start, 6 to 9.

Men's High-grade Shoes, \$2.85

From our own stock, where they sold at \$3.90 and \$5. Oxford and High Shoes, in various shapes and leathers. Sizes are broken, but the aggregate is large, and early comers are pretty sure of a fit in any style they fancy.

Men's Oxfords at \$2.20, worth \$3

Patent leather Oxford Ties, made on Duke last, with welted extension soles; nobby and popular.

Black velour calf and kidskin Oxford Ties, made on conservative lasts, with medium extension soles, welted and stitched.

Tan Russia calfskin Oxford Shoes—the swagger Cadet last with rather narrow toes, but full across the ball. Soles are welted, and have full extension on outer edge.

Men's Lace Shoes at \$1.90, worth \$2.50

Black kid Lace Shoes, on narrow toe-last, with welted soles; comfortable, and the best \$2.50 shoe we know, at \$1.90.

Box calf Lace shoes, with heavy single soles, welted and stitched; just the sort for general wear in city or country. Would be very cheap at \$2.50.

Women's Shoes

Women's Oxfords and Slippers, \$1

A thousand pairs here at a dollar, that are worth \$2 and \$2.50. Nearly all sizes in a dozen different styles. One of the best bargains of the season.

Women's Fancy Slippers, \$2

Reduced from \$3.50, \$4 and \$5, and as pretty as ever they were. Some Oxfords in the lot, and the slippers are just what you want for Summer dances.

At \$2.60, worth \$3.50

Black Ideal kidskin Button Boots; welted soles, stylish last.

At \$2.60, worth \$3

Kidskin in six good toe-shapes, including the full, plain common-sense toe; all the sole leather is oak tanned, and the details are carried out equal to shoes costing a half more.

At \$1.90, worth \$2.50

Kidskin in various styles, made for us during dull seasons, and now in good supply. Better than most \$2.50 shoes, for they are made of genuine kidskin, with oak leather soles, and are good-year-welted. No seams in their making—ramps run clear under the tips, insoles are solid leather, heels are solid lifts, not scrape; and they fit as well as the most expensive ones. Widths A to E, all sizes.

Women's Oxfords at \$2.60, worth \$3

The new style Blucher and Oxford Ties, made from Japanese kidskin—the best of it's shiny leathers. Arched last, high Cuban heels.

Women's Oxfords at \$2, worth \$2.50

Kidskin, with kid and patent leather tips; and all patent leather with straight tips; soles are of oak leather, welted and stitched, hence pliable and durable. Lasts are those used for high-priced shoes.

Women's Oxford Shoes

At \$1.90, worth \$2.50

A special lot of black Kid Oxfords, with welted soles; made on a particularly neat last; all sizes.

At \$1.50, worth \$2

Oxfords of all patent leather, with narrow toes, high Cuban heels and thin flexible soles.

Kidskin Oxfords, with patent leather tips; arched last, high heels, medium-weight soles.

Kidskin Oxfords, with patent leather and kid tips; turned soles, toes of medium widths, heels military shape; all sizes, and widths A to E.

Boys' and Girls' Shoes

Boys' High-class Shoes, \$1.50

Box calf, kid and velour Lace Shoes; welted and stitched soles; mostly our own best quality lines that originally sold for \$2 to \$3. Size-range, 2 1/2 to 4 1/2. Youths' sizes 13 to 2, in same grades, are marked \$1.50.

Small Boys' Shoes, \$1

Worth, and have sold for \$1.50 and \$2. Kid and box calf; made on the many-looking full-toe lasts, with soles of best oak leather; sizes run 9 to 13. A real find for frolicsome boys.

Small Boys' and Girls' Shoes

At \$1, worth \$1.25—Black Kid Oxford, also button and lace shoes; tips of patent leather; soles of medium weight. Sizes 9 1/2 to 10 1/2.

At \$1.20, worth \$1.50—Kid and box calf lace shoes for small boys; stout soles, wide toes with tips. Just the thing for active boys. Sizes 9 to 13.

At \$1.20, worth \$1.50—Kidskin, lace and button shoes; also Oxford Ties. Made on natty round toe-lasts, with patent leather tips. Sizes 11 to 2.

A little lot of children's Shoes at 50c; too small for detail, but a rich find for early comers. Fourth avenue.

A Beautiful Collection In TRIMMED HATS at \$8

These hats are all crisp and new from our workroom. The roses and water-lilies with which some of them are trimmed, look as fresh as if they had just been broken from the stems. Each hat is different, and the styles are the very newest conceptions.

Ordinarily they would be priced at \$12 to \$18. These have been marked at \$8, instead.

You'll want to see them, of course.

Second floor, Tenth street.

Lisle and Silk Gloves Half Price and Less

These are the cool and nice-looking Gloves that women want now. They are all in open-work patterns; well-made, and in good colorings. All were originally double—some were four times today's prices.

These three fascinating groups:

At 20c; Originally 50c

Women's fine open-work Lisle Gloves; beautiful designs in pongee, mode, gray, black and white. Tenth street.

At 35c; Originally 75c and \$1

Women's pure silk Net Gloves; open-work backs. Women's silk-plated Lace Gloves. Women's open-work Lisle Gloves.

At 50c; Originally \$1 to \$2

Women's pure silk Gloves; two-clasp and Jersey wrist; open-work patterns; in mode, gray, black and white. Main aisle.

White Swiss Muslins At 12 1/2c, worth 18c and 20c

It's just like saving two cents a pound on sugar, to buy such staple goods as White Swiss Muslins, so much under-price just at the moment you want to buy them. But the mill wanted to dispose of over fifty thousand yards, in a hurry, and made the price that tempted us to take them all.

Some of the Swiss Muslins are in the plain polka dots; the rest are in beautiful hemstitched lappet stripes, sprinkled with little dots—just exactly the patterns you like, and would willingly pay eighteen to twenty cents for, if this chance had not come.

Now 12 1/2 Cents a Yard

Broadway.

Comfortable Boys And Summer Clothes

Here are various styles of boys' Summer raiment, all of which are excellently economical in their combination, of price with quality. And you can put all of 'em in to the tub as often as you see fit.

WASHABLE SUITS at \$1.35

Worth \$1.50 to \$2.50

Sailor style, in galstee, tan crash, or chambray; sizes 8 to 12 years.

WASHABLE TROUSERS at 25c

Knee Trousers, of tan crash, or striped or checked galstee. Sizes 4 to 16 years.

PLAY OVERALLS at 25c and 50c

Of hardy materials; sizes 4 to 16 years. Second floor, Ninth street.

Remarkable PICTURES for 25c

Even the unenthusiastic advertising man opened his eyes when he saw these pictures for a quarter.

There are two of the "Fallowfield Hunt" series of colored sporting prints—The Breakfast and the Supper; framed in black wood; 10x16 in. Then there are about twenty charming and different landscape subjects, in three-color prints, matted and framed in gilt; 10 x 15 inches.

You'd easily assign a 50c value to them—but you may choose at

25 Cents Each

Also a good selection of Artotypes, in wood frames, and Etchings in gilt frames, at \$1, worth \$2 and \$2.25

Tenth street Elevator Counter.

Formerly
A. T. Stewart & Co.

JOHN WANAMAKER

Broadway, Fourth Avenue,
Ninth and Tenth Streets.

JAMES J. HILL DOESN'T WANT A SHIP SUBSIDY

Not Sure, Either, That Public Desires to Own Ships,

COST OF BUILDING TOO HIGH

Difficult to Man, Too, Says Railroad Man at Merchant Marine Hearing—Other Arguments Pro and Con.

James J. Hill, President of the Great Northern Railway Company, appeared before the Merchant Marine Commission yesterday and gave the reasons why he did not think the passage by Congress of a ship subsidy bill a wise move at this time. He was not at all sure, he said, that the people of the United States desired to own ships to any great extent at the present time. He also was of the opinion that a bill similar to the one introduced by the late Senator Hanna were passed about ten ships would get all the money.

Mr. Hill was called during the afternoon session, and at the request of Senator Gallinger briefly outlined his views on the question at issue.

"The first thing necessary in this matter," said Mr. Hill, "is, in my opinion, the creation of a desire on the part of the American people to own ships. It is a purely commercial question, and must be governed by commercial principles. If there is a profit in this business the people will engage in it, but if it is the reverse, intelligent men, the case of all other branches of business, will get out of it."

"I have been in the transportation business all my life, and on land the United States has been able to work out a system that has no equal on earth. Our condition on the high seas, however, seems very dismal to me. That our railroad rates are the lowest in the world is true, and why we cannot create a like condition on the sea is not clear to me, and so far as my investigations have gone I am convinced that no amount of direct bonus will build it into a life that is worth living."

"To my mind what this country wants is a market for what it produces. Outside of our agricultural products there are very few things that we can export, because the cost of production is so high that we cannot sell them outside of our own country. If we could carry these products in our own bottoms it would mean a great profit."

"It is true that ships can be built and manned in England much cheaper than in America. I have had experience in building ships in America—the two biggest freight carriers in the world—and that experience is all I want. I would rather build 1,000 of them than two ships. Take the time, for instance, the builders expect when they get the contract to finish the vessels in two years, but it requires four before you get them."

"But to come down to the question in hand, I will say that if we are going to buy a merchant marine out of the general treasury of the country it won't last long. What is needed is the confidence of the people in the business. There does not seem to be much disposition on the part of the people to go into the business. Take our business on the Pacific, where we have to compete with all nations, and the nations are fighting very hard for the Oriental trade. For our ships, we bought them as an experiment, and they are really an incident to our railway business. If anybody will take them and agree to run them for a certain period he can have them on a liberal basis."

"The Russo-Japanese war, it is true, has helped the business, owing to the withdrawal of the Japanese ships, but whether we can maintain this advantage is an open question. I shall be glad if we are able to hold our own. As I have said, I do not believe a direct subsidy will do any good."

"Does not England pay subsidies?" asked Senator Lodge.

"Only postal. Not at all to her tramps," replied Mr. Hill.

Representative McDermott told Mr. Hill that it had been testified that ships built in America cost anywhere from 25 to 30 per cent more than similar vessels built in England. Mr. Hill replied that it was an exaggeration, as the big ships built for the Great Northern cost only from 25 to 30 per cent more.

While he was opposed to a subsidy, Mr. Hill said that he thought a tonnage tax might go a long way toward relieving the shipping industry. Mr. Hill then cited illustrations of the difficulty American shipowners in the Pacific encountered in manning their ships, and also in securing competent stevedores for work ashore. He was always the man who broke that the boarding house keepers sent them, he said. As a result, he said, it was found advantageous on the Pacific to employ Asiatics.

Mr. Hill repeated that he saw no reason why the Government should aid the shipping men. It would put an extra burden on the people, he claimed. He said it was unfair, and gave himself as an example, he being from the East. He said that he had removed from the coast.

"How about the burden on the people here in the East occasioned by the irrigation of the barren lands, and improvements on the Mississippi out West," asked Senator Gallinger.

"That's like repairing a fence," replied Mr. Hill.

"How would you equalize the cost of construction in America and foreign built ships?" asked Mr. McDermott.

"If you will build a foreign vessel free of duty you will get one very quickly. However, whether I advise this is another question," Mr. Hill answered.

Mr. Hill then made this statement concerning the ship subsidy: "I have stated in about thirty minutes. I had induced the Japanese to build a ship for me, and they said that it would make a better yarn. The beer was broken out, and we could not get ships on the Pacific coast. I had cancelled an order for 60,000 bales of cotton in December. It came on East and Senator Fairbanks and Senator Hanna at a little reception. I asked why couldn't we get ships to carry our goods. Senator Hanna said he would see me in the morning, and he did. The result was that he opened his campaign in Ohio on the ship subsidy."

"There are only two courses open, either an export bounty or Government assistance, which would rise into very large figures," Mr. Hill said.

"Then you are convinced that we shall have to give some kind of Government aid or else go out of business?" Senator Lodge asked.

"Exactly," replied Mr. Hill.

"Well, how about postal subsidies?" inquired Senator Gallinger.

"The ship that carries the mail is the ship that could not make a living carrying cargo," Mr. Hill answered.

"Do you not have to compete in your Pacific trade with two lines, one Japanese and the other English, and both subsidized?" Senator Lodge asked.

"Yes, and we also compete with a Canadian railway which uses the same steel rails, bought from the same mills, and which they get \$10 a ton cheaper than we do," replied Mr. Hill.

Representative McDermott asked Mr. Hill what he thought about the argument that a great merchant marine could be used in time of war.

"There is nothing in it," he answered.

"How about their use as transports?" Mr. McDermott asked.

"We could buy all that we needed," Mr. Hill replied.

W. D. Sewall of Arthur Sewall & Co., the shipbuilders of Bath, Me., who was the first witness of the afternoon, testified that his yard had been closed for over a year and that he had no idea as to when it would be reopened. He thought that Government aid, liberal at first and effective at once, would go a long way toward rehabilitating the industry.

"We foster our other industries," he said, "and don't see why our shipping should not get the same treatment."

Brothers Married Sisters Same Day. EASTPORT, L. I., May 24.—Shirley and David Baldwin, brothers, to-day married Gertrude and Viola Baldwin, sisters, at the home of the brides, at Wading River. The brothers met the sisters at the same time. The couples started this afternoon for a trip to New York.

UNRIVALED IN PURITY AND POPULARITY. Martini & Rossi Vermouth.

15,000,000 BOTTLES SOLD ANNUALLY.

ECKELS URGES HARMONY ON NEW YORK DEMOCRATS

Must End Strife to be the Commanding Power at St. Louis.

MURPHY'S CLAIM TO A VOICE

Below the Harlem is Where the Vote Comes From—Republicans Divided and Democracy Has Success Within Its Grasp.

James H. Eckels, Controller of the Currency under the second Cleveland Administration, was at the Holland House yesterday, and in an interview, talked of his reasons for believing that the Democrats had an excellent opportunity for victory in the coming National contest.

"I think," he said, "the Democrats have a most excellent chance to carry the Presidential election, provided they exercise care and prudence, both before they gather at St. Louis and after they there enter upon their convention duties. The Republican Party of itself is not strong in the country at large, nor in the various localities where great political sentiment is created. It is tolerated in power only because of a weakness in the opposition which has of itself culminated in Republican victories."

"I do not believe there ever was a campaign when so strong a case could be presented against the party in power as the one we are about to enter upon. Its extravagances, its refusal to revise in any degree the tax system of the country, its failure to appreciate that the system of tariff as maintained is making impossible American supremacy in the markets of the world for manufactured articles because of added unnecessary cost, its boast that no step shall be taken in this direction, its subordination of every interest to party expediency and party supremacy, all combined with other things of an even more portentous nature, warrant the assertion that the voters, with the right candidates and the right issues, will elect the Democrats in November."

"There is no real loyalty to the Republican Party in the United States because of any pronounced Republican principles which have been maintained. It is only that the same thing exists in New York as exists in Republican ranks in Illinois, Wisconsin, Ohio and elsewhere. It is everywhere with them it is apparently the question of which machine will be the victor in the National Administration as an incident only, driven in every direction by the interests of the party. Of course President Roosevelt will be re-nominated with much show of unanimity on the surface, but underneath it all the knowledge of those who are best informed that the very men who are nominating a disloyal man have taken him because existing peculiar conditions have compelled them to do so."

"The country would be better for a change if that change could come about in the form of a conservative democracy, which would guarantee an administration of government of every kind, and the economic expenditures. It ought to be a great deal of wisdom and careful action exercised. The Democrats of the United States are not the Democrats of Illinois and Wisconsin in the Republican Party, but they are the Democrats of every hope of success. They have all along held to the view that New York will win the election, and they are willing to concede to New York a very large voice in naming the National candidates. They turned to New York as a Democratic State when McClellan was elected Mayor, and from that event dated their hope of a National Democratic victory, more so, I think, than from any other one thing."

"I do not believe Tammany has ever stood so well with the party at large as under the leadership of Mayor McClellan and the administration of Mayor McClellan, which, if all that is said about it is every quarter true, reflects credit upon him and the municipality. They understand that it may be the last time that they will be in New York that this State will give its electoral vote to Democratic candidates, and therefore as outsiders, they are somewhat disturbed, not to say astonished, at what is being done. As a result of the war who could be indifferent to strong feeling which has been expressed by the National Convention. One was Mr. Tilden, the other was Mr. Cleveland. There is no present or prospective agreement between either within the party or before the people and hence the mischief, both locally and at large, to have unsettled differences before July 6."

"I do not understand that there is opposition here to Judge Parker in New York on the part of Tammany, but after having gained a victory in the National election and created National Democratic hope, the Tammany factional differences have been as much attention paid to their desires at the State Convention as to the desires of those who represent the majority which contribute only Republican majorities to the National Convention. It is to carry the State for Democratic candidates, by the organizations south of the Harlem, which is the real question. The real element cannot control at St. Louis and Republican factional differences have become more intense. It would seem to be the part of wisdom for New York Democrats to come to an agreement if they are going to be a great many unfrustrated delegates who will decide only at St. Louis. They have a candidate for the National Convention who invites the support of all the Democrats of his own State at the National Democratic Convention, and it ought not to be subjected to them."

MURPHY'S ANTI-PARKER HELP.

Tammany Leader Engages Olney Men to Fight Judge's Boom.

Special to The New York Times.

ATLANTIC CITY, N. J., May 24.—After a conference at the Hotel Brighton to-day between Charles F. Murphy, leader of Tammany Hall, and a delegation of enthusiastic Olney supporters from Boston it was announced that Mr. Murphy had added to his forces for the election of Parker, leader in New York State and the defeat of Judge Parker, the National Democratic Convention, thirty-two delegates from Massachusetts.

Those in conference with Mr. Murphy were Congressman Keeler, James Donovan, and Jere McNamara of Boston. The Tammany men, it is said, frankly declared themselves against Parker under any consideration.

Wife Sues Myer J. Stein.

Through the submission of certain papers to Justice Greenbaum in the Supreme Court the fact developed yesterday that the wife of Myer J. Stein had commenced an action for a separation.

CASTORIA For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of J. C. Ayer & Co.

Time and Patience Hunter Whiskey

In the production of

Hunter Whiskey

Is what develops its superior quality, ripe age and purity; its exquisite flavor is a natural result.



A. R. HART & FRANK MORA, Representatives, 35 William St., New York City.

Straw Hats for Men.

When the Summer's sun settles on your head, comfort demands a hat of straw—your taste, a style to express it. So that it need be but a matter of selection rather than decision, we present a collection of models in all manner of straws which is as complete as this town affords, go where you will. The prices? About a third less than those of the "exclusive" hatters.

- Hats of Split Straw with medium or narrow brim. \$1, \$1.50, \$2, \$3, \$4 and \$5
Hats of Mackinaw and Milan Straw with soft brim. \$1, \$2, \$3 and \$5
Panama Hats, evenly woven, extremely light in weight, \$5 to \$20

Saks & Company Broadway, 33d to 34th Street

A PERIPATETIC MYSTERY.

Stranger Asked Sergeant to Make Woman Stop Following Him.

A man rushed into the Tenderloin Police Station early last evening, breathless, in a state of high excitement, and told Sgt. Boettcher that he was being pursued. He said that he was a physician, living somewhere on or near Fifth Avenue. He appeared to be between thirty-five and forty years old.

"Who's pursuing you?" asked the Sergeant, and just then the pursuer dashed into the station house. She was a handsome young woman of about thirty, who had evidently been crying. "That's she," the man said. "She's been following me several hours. Of course I have seen her before."

"Yes, you have cried the woman. You have caused me untold agony. You have blighted my life. Why shouldn't I follow you? What charge do you intend making against me?"

"Are you going to make a charge against me?" the woman asked. "I don't know. Shall I have to tell everybody my name?" he said. "Of course you will," she replied. "What name is it?" "I dare you—dare you—dare you," she cried, stamping her foot. "Go on, make a charge, and I'll expose you."

The man darted out of the station house. The woman was at his heels. He hurried to Seventh Avenue and boarded a car. The woman followed. The man jumped off at Thirty-sixth Street, and so did the woman, but when he entered a saloon she decided to give up the pursuit.

Later the woman, who would not give her name, said the man was a well-known New England physician, the son of a prominent family, and had deserted her a few days since. She heard he was at a New York hotel and had found him there. She declared that she would not pursue him any more and inquired the way to the Grand Central Station.

NEW RAILROAD LINE CLOSED.

Portage Branch of Pennsylvania Shut Down for Retrenchment.

PHILADELPHIA, May 24.—Shortage of traffic and consequent necessity for reducing expenses on the Pennsylvania Railroad are the reasons given for the closing to through traffic of the new Portage Branch, built within two years at a cost of \$5,000,000. As announced to-day this latest retrenchment order takes effect at once.

No date is fixed for reopening the line. That depends entirely upon traffic conditions.

Sultan's Son-in-Law Exiled. CONSTANTINOPLE, May 23.—Kemal Pasha, the Sultan's son-in-law, and other high officials have been arrested and sent into exile in consequence of the discovery of a secret correspondence between Kemal Pasha and Princess Khadije, daughter of the imprisoned ex-Sultan, Murad.

B. Altman & Co.

Are showing HAND EMBROIDERED LINEN UNMADE WAISTS, at Greatly Reduced Prices.

(On the First Floor, Rear of Rotunda.)

Also a special importation of HAND EMBROIDERED LINEN UNMADE WAISTS, which will be offered at \$2.85 each.

B. Altman & Co.

MILLINERY for the Summer Season

is shown in a wide range of Walking and Outing Hats, Stiff Sailor Hats with bands, Misses' and Girls' Trimmed Hats, and the newest shapes in Untrimmed Hats.

Also Millinery Materials, such as Ostrich Feathers; Wings, Flowers, Foliage, etc.

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The New York Times

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THE LAW AND THE STRIKE.

The settlement of the New Haven Railroad freight handlers' strike is altogether a matter of the enforcement of law and the preservation of order. The freight handlers employed about the docks of the Sound steamboats of the New Haven line went on strike because their demand for the discharge of a non-union foreman, a faithful man long employed by the company, was refused. This was, of course, an ignominious and disgraceful occasion for declaring a strike, and the behavior of the men was made more indecent by the fact that in striking they violated an agreement made only a few weeks ago. They are unskilled laborers, and of course their places can be, have been, quickly filled. The freight business of the New Haven Company will go on as usual if the new men are permitted to do their work without molestation. The strikers can succeed only if through the failure of the police to prevent acts of disorder they succeed in killing, maiming, and intimidating the freight handlers who have taken the places they deserted.

It at once becomes apparent that Police Commissioner McAboe has, in connection with this strike, functions to perform that are of great importance to the community. Putting it briefly, his chief function is to show the strikers that this is New York, not Chicago. In Chicago every strike quickly degenerates into a riot, the law seems to be suspended, scenes of violence and carnage ensue, and ruffians are the only rulers. Whatever else may happen here, these things must not happen, and it will be well if Police Commissioner McAboe gives the strikers plainly to understand, at the very outset, that violence is one of the methods which it is not open to them to employ.

The Commissioner of Police has nothing whatever to do with the merits of the quarrel between the New Haven Company and its men. With the preservation of order he has everything to do. The police made a bad beginning on Monday, when a truck driver removing cases of goods from a Sound steamboat pier was set upon, beaten, and his goods thrown into the street. Atone for this first lapse was promptly made, however, for it was observed yesterday that an abundant force of police was on duty along the waterfront. The policemen carried their night sticks. If the New Haven Company with adequate police protection should be unable to fill the places of the men who went out it would have to make terms. If the company fill the places of these unskilled workmen that ought to be the end of the strike. At any rate, any attempt on the part of the strikers to win their fight by lawless means ought to bring down upon them consequences that will serve as an instant and memorable admonition that Chicago methods cannot be employed here. It is outrageous that the business of this community should be disturbed or threatened by a strike ordered to compel the discharge of an honest and faithful workman. In addition to business annoyance the public peace should be disturbed cannot at all be tolerated.

BOLSTERING THE SUBSIDY SCHEME.

When the Merchant Marine Commission was proposed in Congress we expressed the opinion that it was intended to be simply a means of collecting material to promote the ship subsidy scheme, and that it would be very difficult to make of it a real investigation into the question of marine transportation. The meetings of the commission now taking place in this city show that this view was entirely correct. They are being devoted exclusively to the arguments of men who wish for money from the Treasury, directly or indirectly. Mr. CLYDE begged for fat mail contracts and for bounties on building and on operating ships. Mr. NIXON thought that we ought to have discriminating duties, that is, instead of hiring Americans to carry freight, he would tax American importers for having freight brought in by foreign ships. Ex-Ambassador BOWLES of the Fore River Shipbuilding Company agreed with Mr. CLYDE that the Government should pay for building ships and pay for running them. In all these plans the taxpayers are left out. Their sole privilege is to furnish the money.

We hope that before the commission has finished its hearings the minority members will ask that shippers and importers who have practical knowledge of the conditions of ocean transportation shall be called upon to explain so far as possible the actual situation and the changes that subsidies to builders and owners would bring about. Since the old

story is to be told again at the opening of the new session of Congress let us have both sides of it. There are also shipowners of foreign lines who can give significant information as to the effect of the subsidy plan on business.

EXPLOSIVE MINES AT SEA.

Outcries against the Russians are premature so long as we do not know whether they have done what they are charged with—namely, sowing mines broadcast in the open sea. The Hatsuse may have been destroyed by a mine accidentally drifted—perhaps by a Japanese mine.

Thus The Evening Post of yesterday. The Evening Post of Tuesday does not seem to be in possession of the news of Monday. For on Monday THE TIMES printed the dispatch by wireless telegraphy from its correspondent on board THE TIMES's steamer Halmun, which is the basis of all the agitation on the subject in London as well as in New York, including Admiral DE HORSE's letter to The London Times and the editorial remarks of that journal. The correspondent reported that his own steamer had, the day before, passed two of these mines adrift, floating within six miles of Wei-hai-Wei, quite across the Strait of Pe-chi-Li from Port Arthur. At the same time he gave currency to the report that launches and junks had been sent out to drop mines, at night or in fogs, in waters likely to be used by Japanese warships and transports. It is quite true that the fact has not as yet been established, according to legal rules of evidence, by confronting the persons accused with the witnesses against them, and allowing them the privilege of cross-examination. But it is mere trifling to adduce that defect in proof. The fact of the drifting mines is as well established as any occurrence of the war which offers a subject for comment, and upon the same sort of evidence.

Equally irrelevant is The Post's suggestion that protest against the setting adrift of explosive mines upon the high seas comes with "uncommon ill grace" from Englishmen and Americans, "since it was they who, at The Hague Conference, consistently opposed the various proposals to diminish the destructiveness and cruelty of the weapons and methods of war." What on earth has that to do with it? Nobody objects because the Russians sent a mine against a Japanese battleship, which sank her. The point is that they have been setting afloat explosive mines, on the chance that they may sink the ships of their enemy, which are equally liable to sink the ships of innocent third parties who have nothing to do with the quarrel. This is not a question, as The Evening Post seems to think, of mitigating the horrors of war for the belligerents. It is purely a question of the rights of neutrals as against belligerents.

If the question raised by the action of the Russians in sending explosive mines adrift upon the high seas had been brought before The Hague Tribunal there can be no doubt how that tribunal would have decided it. For no tendency of international law is more clear and marked than the tendency to enlarge the rights of neutrals and to compel belligerents to wage war with the least possible interference with the peaceful pursuits of nations not engaged in the war. As was said by an Englishman at the time of the Trent affair, "brickbats have not the right of way over peaceable traffic." The action of Russia in setting adrift mines which might destroy Japanese ships, but which also might destroy neutral ships, is an intolerable infringement of the spirit of international law. The nation which has the greatest interest in resisting it and resisting it is Great Britain, as the greatest shipowner of all the nations. Perhaps we come next, or next after China, in the waters in which these mines have been set adrift. Certainly we come next in the great ocean into which these mines are liable to drift. And what British or American representatives may have happened to say at The Hague Conference about dum-dum bullets or submarine torpedo boats has nothing to do with the case.

STREET CAR MANNERS.

Several of our valued correspondents, some of them strangers within the gates of New York and of the United States, have recently confided to THE TIMES their conviction that the manners of the passengers on the street cars in this city are bad, and that those of the railroad employes are much worse. Some of these observers insist that manners of both these classes, the riders, and, so to speak, the drivers, are much better abroad and that behavior with which we are familiar would not be tolerated in London, in Paris, or in Berlin.

In a general way we fear that our critics are correct. Sweeping statements are unsafe, and for every observer that reports aggravated cases of rudeness and selfishness there could, of course, be produced many others who have not seen them. But there is far too much ill-conduct; it appears, on the whole, to be spreading; there is certainly more of it in New York than in most other large cities of the Republic, and a great deal more than would be permitted in the rigidly regulated towns of the Continent of Europe. It is not universal. One might travel for days on some lines and see very little of it. On other lines it is pretty constant, especially in the crowded hours. The worst feature of the situation undoubtedly is that there is very little effort made by the employes of the roads to control it. Unless it goes to an almost riotous length and endangers the property of the companies such effort is usually perfunctory. For ordinary rudeness, unless directed to themselves, the conductors seem to have regard sympathy than disapproval and regard sympathy

manifested by passengers with frank contempt. For this disagreeable and discreditable fact undoubtedly the managers of the roads are primarily responsible. Courtesy and enforcement of courtesy or even decency are not effectively required of conductors. The exercise of them is not rewarded, and the omission of them is no serious disadvantage to employes. What nominal requirements there may be have little effect. We do not say that things would not be worse without such requirements, but they obviously do not prevent a really bad condition. If the conductors were called to account for failure in these directions as sharply as they are for failure to be on time, for failure to collect full fares or for permitting injury to property, it is quite certain that better behavior on the cars would be promoted and maintained. It seems a little harsh to say that the degree of rudeness prevailing is due to the low standard of manners entertained by the managers, but it is substantially true. If the managers valued decent manners in their employes decent manners in their employes decent manners would be secured far more generally than now they are.

Undeniably there are considerable difficulties in the way. The chief is the fact that the cars are undermanned and the conductors overworked. One man in a car at all crowded, who has to collect fares, direct the stopping and starting of the car, and watch that no one is hurt in entering or leaving the car, is likely to have neither the time nor the temper to be very polite or to supervise closely the manners of his passengers. The number who do a good deal in this direction is remarkable, but of those who ignore it is probably larger, and they do not in the least seem to fear that they will suffer on that account. If on each car in the more busy hours there were one conductor to see to the starting and stopping, and one to collect fares, distribute passengers, and watch their behavior, a radical change could soon be made, especially if the managers of the road made it certain that excellence in supervision and in personal conduct were duly considered. In short, though they will not like to admit it, the managers could, we are convinced, have much better manners on their lines if they really wished.

The particular advantage in the arrangement we suggest is that with it it would be possible to detect and repress the beginnings of ill-conduct, and so to prevent its getting worse. The mere fact, for instance, that passengers were promptly warned of the consequences of spitting on the floor or the fact that they were obliged to sit as to give the greatest convenience to their fellow-passengers, or the fact that they were prevented from blocking the doors, any one of these, if it were kept up, would soon impress the average passenger with the necessity of behaving himself and with the will and ability of the conductors to make him do so. That point gained, the rest would be comparatively easy. And the proof of this is that instances do occasionally occur when an alert, good-tempered, and determined conductor handles a carload of passengers in precisely this way. There is no reason why they should not all do it, if the managers insist.

TOPICS OF THE TIMES.

Once a year or so somebody gets a momentary fame in many kindly newspapers by "rediscovering the lost art of tempering copper." That is always the way of putting it—the lost art is rediscovered, and never is it art discovered. And yet, so far as we know, copper, though often hardened sufficiently to carry a cutting edge for a short time, was never "tempered" in any true sense of that term. There is, to be sure, a very general impression that one or more of the ancient nations did temper copper so that it served many or all of the purposes served by steel, but anybody who has that impression, when asked upon what facts, or even upon what claims, he bases it, is instantly up a stump, from which he is hardly to be rescued. It is not until he is all by himself that he "thinks" it was the Phoenicians. But the muscums, which possess many relics of one sort or another, supposed on authority of one sort or another to be Phoenician, have no Phoenician tools of tempered copper, and what they do have are made of tempered copper, ancient or modern, from any part of the world. If such tools had ever existed they would have been about the most durable treasures of their possessors—vastly more durable than iron—and certainly they would not have disappeared when things as likely to perish as paper and human flesh and bones have lasted for several thousand years. Now, is there for this widespread belief in the ability of the ancients to temper copper any foundation in fact? The fact that the ancients, though presumably without tools of steel, yet accomplished in the various industries, particularly that of stone-cutting, about as difficult tasks as we can undertake, with the help of the more versatile metal? Or is it a mere fancy? We have demanded this information several times before, but never received the sought-for light. Incidentally—to put the text last, down at all—by saying that he "thinks" it was the Phoenicians, those who have carried out this investigation have confessed that, having been induced by able and exhaustive arguments of counsel to re-examine the principles involved in preceding cases, he thinks "that in some respects the reasons given for these judgments cannot be sustained; instead of holding that the Anti-Trust act included all contracts, reasonable or unreasonable, in restraint of inter-State trade, the ruling should have been that the contracts there presented were unreasonable restraints of inter-State trade, and as such within the scope of the act." No proof was allowed to show that the Northern Securities merger was in fact not unreasonable, not at all a restraint of trade. If a similar case were to be heard on an action begun in the District court it might have a very different ending before the Supreme bench.

At any rate, it would appear that if with its eyes upon the Constitution and the statutes the Justices of that bench kept their ears open to catch the note of a public comment, it was not Populist clamor that they heeded, but the sober voice of an industrious, reasonable, and law-abiding people. The reasoning of the Trans-Missouri decision was a series of some of the fundamental principles of

reason. It was a destructive, a depressing, an unsafe, and impolitic depression, which the business of the country could with difficulty have tolerated. It is permissible to say these things now that a Justice of the Supreme Court, who concurred in the opinion, has since admitted that the reasoning was unsound. It was not to be expected that the court would actually by a majority opinion reverse itself. It went as far as dignity would permit in that direction, however, and the general construction put upon the Northern Securities case is that it shows the court to stand 4½ to 4½ upon the principles involved. We think, therefore, Vice President Brown will with difficulty find warrant for his theory that the clamor of the public influenced the mind of the court. Four of the Judges certainly paid no heed to clamor of any kind. Justice HARVEY evidently commended with his own reason and took account of public policy.

THE "END SEAT."

Occasionally some eccentric person writes to the newspapers denouncing as a "hog" the passenger upon a street car who takes advantage of his priority to pre-empt the end seat and forces later comers to pass him instead of moving up to make room for them. Really, there are two sides to that question. The end seat being by hypothesis the more eligible, why should not the rule of first come first served apply to it? Why should tardiness here alone be held to confer a privilege, and the earliest sinner be successively moved up by his successors until he is driven to the other end seat, from which, when he comes to disembark, he has to graze the knees of all the later comers?

At any rate, the disposition of man to make himself as comfortable as the conditions of transit in New York allow is far from being a giant evil demanding that the powers of the Board of Aldermen be brought to bear upon it. De minimis non curat lex. But Alderman STAPLETON does care, and the contemplation of the early passenger who catches and holds the end seat has so wrought upon him that he has introduced an ordinance aimed at this malefactor. If he shall refuse, being requested, to move up, then, if Alderman STAPLETON has his way, he shall be guilty of a misdemeanor, and upon conviction shall be punishable by a fine not exceeding one hundred dollars or by imprisonment not exceeding six months or by both.

Presumably the double sentence is intended to be imposed upon violators who are not merely contemptuous, but belligerent, and therefore especially offensive when it comes to crowding six persons into a bench which will hold five and "accommodate" four. When Alderman STAPLETON's project of law emerges, if it ever does, from the committee in which it is now quietly inured, its emergence should be the occasion for a field day of eloquence in the board. But the conclusion of the debate, we judge, will be that the pre-emption of end seats is not so intolerable a grievance that the legislative powers of the municipality should be invoked to redress it.

Baby Carriages Wanted. To the Editor of The New York Times: Probably you have heard of the Speedwell Society, that society which is doing a vast amount of good in this city and saving so many babies. Well, this society is now in need of baby carriages at this time and has no money to invest in such vehicles. It is thought, however, that there must be many mothers who have baby carriages that they would be willing to give away to such a society as this, and we would appeal to the public through your paper for baby carriages. Those who have carriages may send word to Mrs. Donald Sage Mackay, 20 East Sixty-sixth Street, or to Mrs. Nannie Rigby, Morristown, N. J. A FRIEND OF THE BABIES. New York, May 24, 1904.

Sweeping Streets Without Flushing Them. To the Editor of The New York Times: The wide dissemination of dust from street sweepings is a serious danger. It cannot be anything but a nuisance to the people who are first flushed. In Berlin, as I observed on a visit a few years ago, the brooms never are drawn across a dry asphalt street. Our boasted system seems indeed that only here has been having a good deal of fun. Among other defects the new recruit had never been on a horse in his life, and the drill was anything but a recreation to him. "Now, men," said the officer, "the sweepings of the squad the other day at drill, 'nobody is allowed to dismount without orders from a superior officer—remember that!'" The recruit, however, was no sooner in the saddle than he was being hoisted over head through the air and came down to the ground so hard that the breath was almost knocked out of him. "Here, you!" shouted the sergeant, when he discovered the new recruit spread out on the pavement. "You dismount!" "I did," said the R. "Did you have orders?" "I did, Sir." "From headquarters, I suppose?" sneered the Sergeant. "No, Sir," said the recruit; "from headquarters."

She Named the Populist Party. From The Kansas City (Mo.) Journal. The Winfield (Kan.) Courier gives an obituary of Mrs. Elizabeth Clover, widow of the late John C. Clover, one of the Third District. Mrs. Clover died last Wednesday. She is recorded the honor of having selected the name "Populist" which was taken by the People's Party. But more interesting is the statement that when her husband was engaged in politics she took charge of the farm and managed it so successfully that she was able to pay off a mortgage of \$15,000, besides the accumulation of income and to put the family on the way to fortune.

The Naughty Boy. From The Albany Journal. Jimmie—I won't play with Johnny Smith, 'cause he's naughty. Mamma—That's my little man. What has Johnny done? Jimmie—He laughed when another boy swung our old cat by the tail. Mamma—Who was the other boy? Jimmie—Me.

The Foxy Daughter. From The Detroit Free Press. Ethel—Do you spend all of your allowances? Grace—No, I always save \$10. The clerk of the place takes so much that he always gives me something extra at the end of the month.

to be as interesting in the United States as in England, since if any harm is thus done there the same is suffered here. For here as there the advertisers of the "well-to-do" and the invalidities leave little or nothing to the imagination, and masculine modesty, however it may be with the feminine variety, is often disturbed by unsought explanations accidentally acquired from the innumerable last pages of the magazines. The newspapers, of course, held by their acuter consciences to a closer responsibility for the moral welfare of the Young (male) Person, are comparatively prudish, and even a Lady Violet Greville would hardly have been so indiscreet as to publish her complaint. Their caution, however, was never based on reluctance to work the injury of which she discourses—no doubt because they never thought of it. Our own entirely exempt and far from imputable opinion on the subject of this particular complaint, the titled defender of the proprietors refers on being cleared up—what little there is of it—without hurrying beauty of any sort to any measurable degree, and that her complaint is considerably more wise than nice.

Violating, for once, our rule as to anonymous letters, and suspending for once, our law as to the communications of those who defend the absurdities and enormities of Eddyism—the violation and the suspension of reciprocity—in the circumstances—we will quote a few lines from a very neatly written note, just received, of which the only signature is "I Was Not, but Now I Am." It begins with a reference to the writer's surprise at THE TIMES's "heartless attack on Christian Science" and our sainted Christ-mother, MARY BAKER E. EDDY, and the reproachful question, "Can it be that you are not entirely familiar with the teaching of this blessed religion?" Then come these amazing statements: "The following is my experience, and you can judge for yourself. For ten long years I suffered with consumption in the lungs. A friend of mine sent me that blessed book, 'Science and Health,' and the moment it was placed in my hand I was healed. I had previously been a bed-ridden sufferer for a period of ten long years. Two days after that I discovered that I was getting my third set of teeth. My second teeth were extracted by a dentist of the old school. If the editor of your paper had not written me nothing unusual in these statements, which to the material mind may seem surprising. We should all realize that sickness is a disease of the mind, not a disease of the body."

The fitting conclusion of this strange letter is—"I am a happy woman. My husband died a year ago and he would not accept the truth. All scoffers and unbelievers will meet the same fate." Careful study of these words fails to warrant a first supposition that they are a laughing and elaborate joke. The possibility of logical absurdity is almost infinite, as are those of mistaking facts without intending to speak falsely, and we are able to believe that this most grotesque of all the letters we ever received from followers of Mrs. EDDY was written in all the sobriety of a natural conviction. And what a revelation it is of "Christian Science," as defined and exemplified by a thoroughgoing and incautious adherent!

This scheme of Commissioner McAboe for establishing main routes to the police stations, and for giving adequate police protection to automobilists from the assaults of roughs seems the less pleasing the longer one thinks of it. Of course, it is better that citizens in the exercise of their legal and natural rights should be safe in a few streets than that they should be exposed to murderous violence in all the streets, but what a confession of powerlessness by a very powerful organization is it for the New York police to warn folks that they are inadequate to protect them from the assaults of roughs made or limited the laws for us?

Just to Please the Board of Health. To the Editor of The New York Times: "E. E. M.," whose letter appears in today's issue, must be a recent arrival, and will no doubt be glad to be "set right" on the subject about which he inquires. Once the writer was standing on the platform of an elevated train and was ordered inside by the train hand, under the rule. Meantime a man in the same car was spitting vigorously.

"Why," said the writer to the train hand, "are you so anxious about one passenger observing a rule, and so indifferent about another?" referring to the rule against riding on the platform had been issued at the company's office, and the other was posted on the train hand.

On another occasion I was informed by a train hand that the rule against spitting was only posted out of "accommodation" to the Board of Health. This it seems the logical conclusion that the train hands have orders not to interfere with a passenger's spitting unless such rules are signed by the responsible party, and then shirks the responsibility under cover of a sign, there is no redress in the matter. X. New York, May 24, 1904.

Rampolla's Guiding Hand Missed. To the Editor of The New York Times: The letter of Mr. Reginald H. Williams which appeared in today's issue impresses me as being more the logical presentation of the contentments of Cardinal Merry del Val. As Mr. Williams says, it is highly regrettable that the Conclave of Cardinals last Summer was swerved from its original purpose of electing Cardinal Rampolla Pope because of purely political reasons.

Plus X. is a most pious and excellent gentleman, but totally unfitted in education, experience, and ability to cope with situations which are bound to arise during his reign. If the recent diplomatic blunder is an indication of his policy, even Austria will learn to regret the defeat of Rampolla. The Roman Catholic Church is not only a religion, but it is also a political machine which needs at its head a skillful God-father and a cunning politician. France is thoroughly justified in her present position. PHIL O'CYATH. New York, May 24, 1904.

Question for the Board of Health. To the Editor of The New York Times: Why does not the Board of Health prohibit the use of the gas engines now employed by the asphalt companies for the purpose of heating asphalt preparatory to making repairs? Surely the stench and obnoxious gases caused by this process must be a serious menace to the health of the public. GEORGE F. STUMP. New York, May 23, 1904.

British Whist Vanishing. From The London Times. During the last five years the acreage under wheat in the United Kingdom has diminished, it appears, by very nearly 25 per cent. Official information shows that the shrinkage was continuous throughout the entire period. It affected Scotland and Ireland as well as England. Neither favorable seasons nor unfavorable made any difference; lower or higher prices were equally ineffectual. The noticeable inference, consequently, that more and more farmers annually discontinue wheat growing as a profitable branch of agriculture. If that be the case, it is equally obvious that our rising population must be met by other crops than wheat to depend solely on the foreigner for breadstuffs.

TEXT OF POPE'S PROTEST.

Offensive Version Sent to the Prince of Monaco. Here is a translation of the note addressed by the Vatican to the Catholic powers in protest against President Loubet's visit to Rome. This is the text of the version received by the Prince of Monaco and published by M. Jaures's newspaper Paris, Humanité, May 17. The version received by the French Foreign Office is said to have been modified.

25th of April, 1904. The coming to Rome of M. Loubet, President of the French Republic, to pay an official visit to Victor Emmanuel III, was an event of such exceptional gravity that the Holy See cannot allow it to pass without calling to the most serious attention of the Government, your excellency represents. It is scarcely necessary to point out that it is incumbent on the chiefs of Catholic States, bound as such by special bonds to the Supreme Pastor of the Church, to show him greater regard than the sovereigns of non-Catholic States in so far as his dignity, independence, and inalienable rights are concerned. That duty, hitherto recognized and observed by all, in spite of the gravest political reasons, alliances, or relations, was all the more incumbent on the Chief Magistrate of the French Republic, who, without having any of those special motives, presides over a nation united by the closest traditional relations with the Roman Pontificate, and enjoys, in virtue of a bilateral compact with the Holy See, signal privileges and large representation in the Sacred College of Cardinals, and, consequently, in the government of the universal Church, and also exercises by signal favor protection over Roman Catholic interests in the East. Therefore, if, by coming to Rome, M. Loubet is to say, in the very seat of the Pontificate, and in the Apostolic Palace itself—to him who, in defiance of all right, usurps the civil sovereignty and restricts the necessary liberty and independence of the Italian Government, with the object of weakening the rights of the Holy See, the dignity of which was insulted. The Holy See regards it as its chief duty to protect and defend its rights and dignity in the interest of the Catholic of the whole world. In view of that a painful protest should be addressed to the Government of France, to state a precedent, the Holy See has found itself obliged to protest against it in the strongest and most explicit manner, and the undersigned Cardinal Secretary of State, by order of his Holiness, informs you of a special order which he has issued, bringing the contents of the present note to the knowledge of the Government of France. Cardinal MERRY DEL VAL.

Love! There are too few policemen in New York to police properly the crowded park drives on Sunday, so that the pedestrians have to wait at the crossing until emboldened by sufficient numbers to make a dash into the lines of vehicles that speed by with haughty indifference to the rights of the public.

But there are plenty of policemen to act as an escort to the poor frightened automobilists, so their passage through the streets of the city may be made safe for them. The automobilist must be encouraged and protected, or else his nerves and his nerve and not be able to run down pedestrians with the proper amount of speed.

The recent parade of the automobilists proved that the racers simply were unacquainted with the laws of the road, and disgusted participants withdrew from the parade because for once the law was respected.

So arrest one of these racers and he will solemnly tell the magistrate, not only that he was not the driver, but that he should, but that his time gauge was fixed so that it was utterly impossible to exceed the legal limit. The way to prevent stoned flinging is not to send a flying wedge of policemen to protect the avenue law-defying element of New York life, but for the magistrates to imprison instead of imposing paltry fines. Automobiling has done more than all the trusts have done to intensify an already dangerous class feeling.

ANNIE NATHAN MEYER. New York, May 24, 1904.

THE BUCKET-SHOP EVIL. To the Editor of The New York Times: Why do not the press of the United States take advantage of the present state of public opinion, which has taken away the service of the Western Union from the poolrooms, and the identical service bucket shops obtain from the same Western Union? A wholesome public sentiment exists against this evil, which is worse by far than the poolroom evil.

The bucket shop encourages gambling among the poor, the idle, the thoughtless, and is indirectly and directly a nursery of crime. The amount of money lost in bucket shops that otherwise would be diverted into legitimate circulation is enormous. And the evil is widespread, hardly a city or small town of any size but is afflicted with this cancer in the body politic.

It is gambling pure and simple—simply betting on the fluctuations of the great Exchanges. Not a share is actually bought or sold. And the public is fleeced mercilessly. Unfortunately it is the clerk, the small merchant, and the man who can least afford to lose that is enticed into these worse than gambling holes. The writer knows of one merchant who confessed to losing in a bucket shop \$40,000 he had inherited from his father. Without question, the moral standard of American life is deteriorating, and the bucket shop is contributing its full share toward a false standard of living.

Use your powerful influence in leading a public sentiment against the bucket shops, and have the profit derived of the telegraphic service without which they could not exist a day. A COMMERCIAL TRAVELER. Elmira, N. Y., May 21, 1904.

Booklet, but Not Minelet. From The Hartford (Conn.) Courant. "What is the charm about the diminutive adendum 'let'?" You cannot find anything from a Summer hotel to a gold mine that has not its "booklet" to carry its price around. The booklets are sometimes composed of leaflets, and now and then an adventurous and poetic soul blows out a notelet. It is a curious freak of advertising, and one that refuses to work both ways. Imagine the promoter who appealed to the public to read his book in order to learn about his minelet. Not much; it is a booklet about a mine.

STONING AUTOMOBILES.

Differing Views as to the Remedy—Elevated Trains Also Attacked. To the Editor of The New York Times: It seems to me that the lawlessness existing on the East Side as manifested by the wanton stoning of automobiles is on a par with the lynching in Southern States.

The magistrates who get off automobiles, who are of the wealthiest class, with an insignificant fine, have aroused the indignation of the poorer classes (whose children are principally the victims of these reckless drivers) and when the parents, mostly ignorant, hot-tempered foreigners, see that they can get no redress from the magistrates, they, like the lynchers, take the law into their own hands. It is up to the magistrates of the city, to take more severe measures to stop speeding, and up to Mr. McAdoo to make a few examples of the leaders of East Side gangs of rowdies.

New York, May 24, 1904. P. N. 2. To the Editor of The New York Times: At Ninety-fourth Street and Columbus Avenue, about a month ago, I saw two boys deliberately stoning the "L" trains as they passed. If I had caught one of them (in the absence of a policeman) there would have accumulated in a very short time hundreds of people. This, and the necessity of having to appear as witness against the youngsters would have been considerable bother, so I hurried to Ninety-third Street, where I usually see a policeman, but when wanted he happened not to be on hand; I returned to Ninety-fourth Street in time to see the boys take their last shot at a train, then scamper up Columbus Avenue.

One evening last week I rode down town in an open car. When near Broadway and Sixty-eighth Street, half of the passengers, including myself, were doused with water. Our sprinkling and natural rage were encoyed by two boys armed with water pistols. The unavoidable dangers of New York life are great enough without being subjected to almost any damage done by a flying rock or misdirected baseball thrown by these street Indians. The next thing I saw was a crowd of boys pelting me.

New York, May 24, 1904. READER. To the Editor of The New York Times: Lovely! There are too few policemen in New York to police properly the crowded park drives on Sunday, so that the pedestrians have to wait at the crossing until emboldened by sufficient numbers to make a dash into the lines of vehicles that speed by with haughty indifference to the rights of the public.

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EUGENIA BURCH SET BACK

Winner of Jockey Club Race Was Disqualified for a Foul.

FOUR FAVORITES DEFEATED

W. B. Faig, a 60 to 1 Chance, Took the Amateur Cup at Morris Park After a Pretty Finish.

Amazing things happened in every race at the Morris Park course yesterday, but the most astonishing occurrence of the day was reserved for the fourth event, the Jockey Club's weight for age race, won by Eugenia Burch, but awarded to Dolly Spanker, after the disqualification of the winner and unquestionably the best horse...

Defeat of the favorite, the 60 to 1 chance, W. B. Faig, was a surprise to all who were present at the race. The horse was ridden by J. J. Moran, and was trained by W. H. Snyder.

Amateur Cup at Morris Park. After a pretty finish, W. B. Faig, a 60 to 1 chance, took the Amateur Cup at Morris Park. The race was won by Faig, who was ridden by J. J. Moran and trained by W. H. Snyder.

Three-year-olds, male weights; one mile and a quarter over the course. The race was won by Dolly Spanker, who was ridden by J. J. Moran and trained by W. H. Snyder.

Fourth race—The Jockey Club Weight for Age Stakes, for three-year-olds and upward, special weights; one mile and a quarter over the course. The race was won by Dolly Spanker, who was ridden by J. J. Moran and trained by W. H. Snyder.

NEW HOME FOR AUTO CLUB

Summer Quarters Secured at Manhasset Bay Yacht Club.

Members of the Automobile Club of America will enjoy the privileges this year of the Manhasset Bay Yacht Club, near Port Washington, L. I., as one of their summer country clubs. The special Country Club Committee appointed some time ago to select sites for country club sites has completed its work and its report, which has been adopted by the Board of Governors, will soon be made known to the members, with the conditions upon which the country clubs may be used.

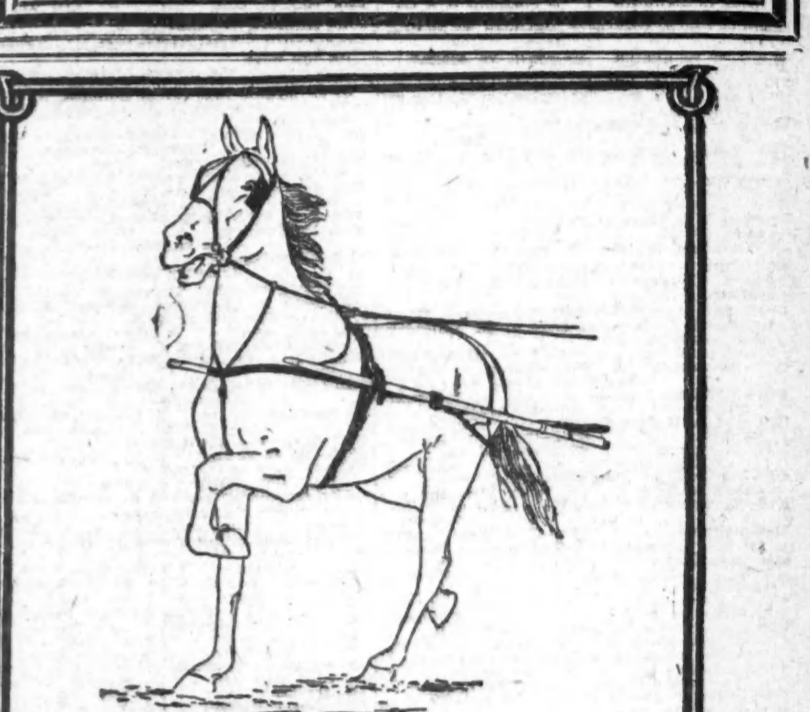
Burnham & Phillips

Custom Tailoring Only. 119 & 121 Nassau St.

Yesterday's Baseball. New York Americans Play Well and Shut Out St. Louis. Only one national contest. Cleveland New Third in the Championship Race and Philadelphia is Fourth.

The Smoker Is the Gainer

This is the fact that stands out prominently in the enterprise of the United Cigar Stores. Our purpose from the outset has been to improve the conditions of the retail cigar business—to cut out the multiplicity of "in-between" profits and expenses, that have kept down the quality and kept up the prices of cigars under the old methods. In short we set out to give the smoker the true value that his money should buy.



United Cigar Stores. The Largest Cigar Retailers in the World. Through our mail order department. Stores all over—One always in sight.

Gen. Clayton Evils caused somewhat of a sensation at the Empire City Trotting, Monte Carlo, 2:07 1/4, a mile in 2:17, the last quarter being in 29.34. The performance was done in the presence of a number of members of the New York Driving Club, who were present to see the performance of the horse that had been shown on the track this year...

Notes of the Thoroughbreds. Bonbright, owned by George F. Johnson, has been declared out of all his engagements for the Spring, and up to the present has been engaged in the Belmont Handicap. The race was won by Dolly Spanker, who was ridden by J. J. Moran and trained by W. H. Snyder.

Spalding's Lawn Tennis Annual. A twenty-one-foot sloop yacht has just been built by the Spalding Company. The yacht is built to compete for the L. S. Clark, was built in the Spalding yard at New York City, and is the largest and most modern of its kind ever built in this country.

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BROOKLYN JOCKEY CLUB RACES. May 26, 27, 28, 30, 31, June 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 13, 14, 15. Six Races Each Day at 2:30 P. M. THURSDAY, MAY 26, Brooklyn Handicap of \$20,000. SPECIAL TABLE.

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MORRIS PARK RACES. Every week day, rain or shine, until May 28th. MORRIS PARK RACES. Every week day, rain or shine, until May 28th.

SPORTING GOODS. OUT TO-DAY. SPALDING'S LAWN TENNIS ANNUAL. Contains the laws of lawn tennis, fixtures for 1904, handicapping tables, instructions for managing tournaments, official ranking of the national, international, state and sectional championship contests of 1903, invitation, open and intercollegiate tournaments, Canadian championships, national indoor championship, ship, women's championships, illustrated with pictures of leading players.

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BUCKBOARDS \$250 to \$425. E. J. WILLIS CO., 8 Park Place, N. Y.

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COURT CALENDARS.

FEDERAL COURTS.

Calendar for Wednesday, May 25. UNITED STATES CIRCUIT COURT—Wallace. J.—Opens in Room 100, Post Office Building, at 10 A. M. Jury calendar.

STATE COURTS.

Calendar for Wednesday, May 25. SUPREME COURT—Appellate Division—Recess. SUPREME COURT—Appellate Term—For the City and County of New York.

HOTELS AND RESTAURANTS.

WHERE TO DINE. TRAVELERS' RESTAURANT, 41 Park St. 1005. CAFE MARTIN, 20th St. 1006. HOTEL YORK, 7th Ave. 1007.

EXCURSIONS.

LEHIGH VALLEY. NIAGARA FALLS and Return \$0.00. MAUNCHUNK \$1.50. GLEN ONOKO. DEGRATION DAY, MAY 30.

SURROGATE NOTICES.

HAINES, JANE D.—The people of the State of New York, by the grace of God and free and independent Constitution.

REFERENCES NOTICES.

NEW YORK SUPREME COURT, COUNTY OF NEW YORK—JULIA L. DWIGHT, Clerk of the Court.

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SPRING AND SUMMER RESORTS.

SUMMER HOMES IN THE MOUNTAINS. OF ORANGE, Sullivan, Ulster and Delaware Counties.

BOARDING AND LODGING.

THE NAYLOR. 54TH ST. 110, 111, 112 EAST. DEPT. OF TOURS, RESTAURANT, and Southern people accommodated.

THE HARGRAVE.

HOTEL AND RESTAURANT. 72D ST. WEST. A delightful family and transient hotel.

CAMBRIDGE COURT.

142-146 WEST 49TH ST. Excellent location in the heart of the metropolis.

BANKRUPTCY NOTICES.

IN THE DISTRICT COURT OF THE UNITED STATES FOR THE SOUTHERN DISTRICT OF NEW YORK.

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IN THE DISTRICT COURT OF THE UNITED STATES FOR THE SOUTHERN DISTRICT OF NEW YORK.

COUNTRY BOARD WANTED.

Wanted—By gentleman, wife, and child four hours old, country board, attractive home.

SPRING AND SUMMER RESORTS. PENNSYLVANIA. Monroe County.

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AMERICA'S GREATEST RAILROAD. NEW YORK CENTRAL.

PENNSYLVANIA RAILROAD.

POCONO MOUNTAIN BLUE RIDGE

DELAWARE WATER GAP, STROUDSBURG, MOUNT POCONO

Marshall's Creek, Coolbaugh, Cresco, Henryville, Spragueville. A region of woodland and water in the Pocono Mountains, 2,000 feet above sea level...

The New York Times Vacation Bureaus.

All the necessary information and literature pertaining to Summer resort hotels, boarding houses, railroad time tables, and steamship sailing schedules...

ARVERNE HOTEL & CASINO.

Hotel & Casino, Arverne, L. I. Will be opened on or about June 23. Accommodations for 400. Under the personal supervision of I. H. Rosenfeld...

SUMMER HOMES ON LONG ISLAND.

The ideal place for health, rest, and recreation. An illustrated book containing a list of hotels and boarding houses...

LONG BEACH HOTEL.

Long Beach, Long Island. Family vacation spot. Always cool; bathing, fishing, golfing...

The Massena Hotel.

Massena, N. Y. Famed for the beauty of its environment, the high character of its equipment...

HOTEL NEW POINT.

Amityville, Long Island, N. Y. 30 miles (1 hour) from New York City. Sea-side location...

THE PROSPECT HOUSE.

Shelter Island Heights, N. Y. Will open for the season Saturday, June 25th...

LAKE FRONT HOUSE.

Adirondack Park, N. Y. Accommodates 100 guests. Beautiful lake, private dock and bath house...

THE CADILLAC.

Hamlet, N. Y. Fronting the ocean; cheap rates for May and June; special accommodations for Decoration Day.

SEA VIEW TERRACE.

Farm Rockaway, L. I. New open, near beautiful view; best of cuisine; every comfort. M. J. Dickinson.

THE MAIDSTONE INN.

Shelton, Long Island, N. Y. A select family resort; special rates for June; also scenic; bathing, fishing, yachting, golf.

Mt. Meenahga House.

Two attractive furnished cottages for the season; two bedrooms, living room, etc.; sanitary plumbing; also, a moderate price.

THE CRAGMOOR INN.

Cragmoor, N. Y. Elevation, 2,000 feet; 100 miles from New York City; 2 1/2 hours by train from New York City.

BEVAN HOUSE.

Westchester County. Superb Summer home. Open June 30 to Sept. 25. Address until July 1st, J. A. Butler, Hotel Bevan, Westchester, N. Y.

DELAWARE WATER GAP, PA.

Water Gap House—250. Highest elevation. Orchestra. Elevator. Baths. THE GLENWOOD—P. R. Johnson, 250. Enlarged. New ball room. Booklet.

STROUDSBURG, PA.

Highland Inn—C. H. Palmer, 90. May to Nov. Steam. Elec. light and bell. CHURCHILL INN—W. F. Paige, 90. Tel. in each room. Baths. Orch. Elec. light.

CRESCO, PA.

The Antlers—A. C. Teese, 35. E. Swiftwater Hse—J. M. Ace, 25. BUCK HILLS FLS.—A. Friends' Settlement. MTN. COTTAGE—H. B. Courtright, 30.

HENRYVILLE, PA.

Paradise Villa—W. P. O. Pa. Paradise Inn—D. J. & A. L. Kintz, 40. SPRUCE CABIN—W. M. Price, 30.

MARSHALL'S CREEK, PA.

Switwater Post Office, Pa. SHAWNEE HOUSE—R. R. Tramsue, 50. Stateford Post Office, Pa. VILLAGE FARM—R. Kink, 50.

COOLBAUGH, PA.

Ridge View House—M. D. Turm, 35. DEL VALLEY INN—G. W. Gibbs, 25.

MT. POCONO, PA.

Pocono Mountain House—E. E. Hooker & Son, 250. Trout preserves. MONTANESCA—J. D. Iverson, 200. Elec. light. Light. 8 1/2 m. heat. Orchestra.

SPRAGUEVILLE, PA.

Antoniom Post Office, Pa. STITES MOUNTAIN HOUSE—J. Stites, 100. HOTEL RAPIDS—C. A. Coleman, 50.

ADIRONACKS.

THROUGH sleeping car service. Big Moose Lake, Adirondack Park. Stevens House, Adirondacks, Lake Placid, N. Y.

NEW YORK STATE.

Hudson River Counties. THE WHITNEY HOUSE. Table, room, bed, shade of the best. High elevation on lake. Boat house. 1500 ft. \$7.50 per week. \$1.50 per day. J. P. Whitney, Prop., Highland, N. Y., on Hudson.

NEW JERSEY.

Atlantic City. HOTEL RUDOLF. Atlantic City, N. J. Bracing sea air. Cafe and Grill Room. Ocean Front. Capacity 1,000. Largest and most modern hotel in Atlantic City.

DELAWARE WATER GAP.

Water Gap House—New open; in the mountains of Pennsylvania; finest scenery in the country; hydroelectric power; private bath; auto and garage; and general renovation; golf, orchestra, mountain spring water through the house.

BIG MOOSE LAKE.

On Big Moose Lake, an Adirondack gem. Altitude 2,400 feet. 1500 ft. above sea level. Every convenience. Booklet N. Y. Times Bureau.

THE SAVOY.

Atlantic City, N. J. Directly on the beach. Atlantic City, N. J. Directly on the beach. Running water in all the rooms. Rooms en suite with artesian and salt water baths. Moderate rates for Spring. Personal representative, S. M. Hanley.

HOLLYWOOD HOTEL.

West End, N. J. ENTIRELY NEW BUILDING. Will positively remain open until Sept. 10. COTTAGES FOR LET FOR THE SEASON. Booklet Office, 800 Broadway, N. Y. Telephone, 6041 Spring.

PEOPLES LINE.

NEW YORK-ALBANY. (Str. Adirondack and Dean Richmond) ALBANY-NEW YORK, MONDAY, JUNE 11. New State Steamer C. W. Moore. Trip, 10 days.

ADIRONACK HOUSE.

Keene Valley, N. Y. E. M. Crawford, Prop. Superior table and service. Careful attention to details. Superior table and service. Careful attention to details.

THE FRONTENAC.

Ocean and Kentucky. Superior table and service. Careful attention to details. Superior table and service. Careful attention to details.

HOTEL TRAYMORE.

Atlantic City, N. J. Every known and desired privilege; running water in bedrooms. Superior table and service. Careful attention to details.

JOY LINE.

PROVIDENCE, \$1.50 EVERY WEEK DAY BOSTON DIRECT, \$2.50. MOST DELIGHTFUL TRIP TO AMERICA. From Pier 25, East 17th St. Phone 819 Orchard.

THE MATHÉWSON.

Narragansett Pier, R. I. SUPERIOR FRONT. DIRECTLY ON THE OCEAN FRONT. HOTEL ORCHESTRA. Superior table and service. Careful attention to details.

CHESTER INN.

New York Ave., near Beach. Open all the year. Superior table and service. Careful attention to details. Superior table and service. Careful attention to details.

HARTFORD LINE.

ALBANY-NEW YORK, MONDAY, JUNE 11. NEW YORK-ALBANY, SATURDAY, MAY 27. Superior table and service. Careful attention to details.

GENERAL HUDSON BOATS.

ALBANY-NEW YORK, MONDAY, JUNE 11. NEW YORK-ALBANY, SATURDAY, MAY 27. Superior table and service. Careful attention to details.

THE MAPLEWOOD.

Pittsfield, Berkshire Co., Mass. Opens June 1st. Superior table and service. Careful attention to details.

THE HAVANA.

Pittsfield, Mass. In the Berkshires. Boating, fishing, golfing, tennis, croquet, etc. Superior table and service. Careful attention to details.

THE BREVOORT.

So. Car. between P. R. and N. Y. Superior table and service. Careful attention to details.

THE WORTHINGTON.

Missouri Av. and Pacific. Modern. Superior table and service. Careful attention to details.

THE MOUNTAIN SPRING HOTEL.

Lake Umbagog, Vt. Fifty feet from ocean. Superior table and service. Careful attention to details.

THE BREAKERS.

Asbury Park, N. J. Fifty feet from ocean. Superior table and service. Careful attention to details.

THE FENIMORE.

Opens to-day, May 25. THIS NOBLE SEAWALL AND GRAND AVENUE. Superior table and service. Careful attention to details.

THE KNICKERBOCKER.

4th Av., Asbury Park, N. J. Superior table and service. Careful attention to details.

THE LOUISBURG.

Superb Summer home. Open June 30 to Sept. 25. Superior table and service. Careful attention to details.

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THE BREVOORT.

So. Car. between P. R. and N. Y. Superior table and service. Careful attention to details.

THE WORTHINGTON.

Missouri Av. and Pacific. Modern. Superior table and service. Careful attention to details.

NEW YORK CENTRAL. THE SIX-TRACK TRUNK LINE. VIA NIAGARA FALLS. Trains depart from Grand Central Station, 42nd Street, New York, as follows: North and west bound trains, except those leaving at 8:50 A. M., leave Grand Central Station, New York, at 11:30 P. M. will stop at 100th Street to receive passengers ten minutes after leaving Grand Central Station.

PENNSYLVANIA RAILROAD. STATIONS FOR THE SEVENTY-THIRD STREET AND DESSBOSSER THIRD CORNELL STREET. THE PENNSYLVANIA RAILROAD has 75 minutes for the 75th Street Station, except where otherwise noted. 7:05 A. M. EAST MAIL—Fargo, Sleeping and Dining Cars. Chicago, Indianapolis, Louisville and St. Louis. 7:15 A. M. ST. LOUIS LIMITED—Pullman Sleeping, Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis, Dining Car. 7:30 A. M. PENNSYLVANIA LIMITED—Pullman Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, and Detroit. 7:45 A. M. CHICAGO AND ST. LOUIS EXPRESS—Pullman Sleeping, Dining, and Observation Cars. For Chicago, St. Louis, and Cincinnati. 7:55 A. M. PITTSBURGH SPECIAL—Daily for Pittsburgh, Erie, and Buffalo. 8:00 A. M. CLEVELAND AND CINCINNATI LIMITED—Pullman Sleeping, Dining, and Observation Cars. For Cleveland, Toledo, and Cincinnati. 8:15 A. M. PITTSBURGH SPECIAL—Daily for Pittsburgh, Erie, and Buffalo. 8:30 A. M. 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THE FINANCIAL MARKETS

Stocks Reactionary; Call Money Easy, 1 1/4-1 3/4.

Stocks Decline Upon the Same Sort of News as Accompanied Monday's Rise—A Traders' Market.

Those who reckoned that the bank statement was good for a three days' rise were mistaken. A little selling by London was the ostensible cause for cutting its career short sooner than even the bears had reckoned, and thus the question is raised again whether such releases as yesterday's do not do the market more harm than rises like Monday's do it good.

It would be inadvisable to go through the list with specific explanations for such movements, since they were not responsive to the day's news any more than the rise was responsive to Monday's news.

It is understood that the plan of the Consolidated Exchange authorities of reducing membership by purchasing seats of members will be carried on until about the first of June.

Money was easier and sterling was firmer, but probably the indications of further gold exports are offset to some extent by Paris's less keen demand for gold in London.

Net changes in stocks of one-half of 1 per cent, or more were: Adams Express, 1/2; Am. Express, 1/2; Am. Smelting, 1/2; Bait, 1/2; Canada South, 1/2.

Net changes in bond quotations of 1 per cent, or more were: Chl., R. I. & P., 1/2; Gen. St. L. & W., 1/2; N. Y. C. & H. R., 1/2.

CALENDAR FOR TO-DAY. BOOKS CLOSE. Delaware and Hudson Railroad. New York Air Brake Co.

LAKE SUPERIOR SETTLEMENT.

Final Reorganization Plans Discussed—\$1,600,000 Cash to Spyer & Co.

A meeting of the various parties interested in the rehabilitation of the Consolidated Lake Superior Company's properties was held in the offices of the Canadian Improvement Company, which is to underwrite the securities of the Lake Superior corporation, successor to the Consolidated Lake Superior Company, at 100 Broadway, yesterday afternoon.

The Spyer syndicate loan of \$5,000,000 is to be taken care of first of all, and \$1,600,000 cash will be paid to Spyer & Co. to-morrow, as matters stand now.

TRENTON, May 24.—The Lake Superior Corporation, with an authorized capital of \$40,000,000, was incorporated here today. The company's plan of reorganization is to operate canals and to do general construction work.

LEAVES THE CLEARING HOUSE. Franklin Trust Company of Brooklyn Gives Notice of Withdrawal.

The Franklin Trust Company, at Montague and Clinton Streets, Brooklyn, yesterday gave notice of its intention to leave the New York Clearing House on May 26, and that after that date it would clear all its business with the clearing house.

Two more members left the Consolidated Stock Exchange yesterday. They were Howard Bayley, of 62 Broadway, and J. H. Goldberg, of 69 Broadway, both of whom stated emphatically when questioned about leaving the Board that they had resigned and disposed of their seats.

NEW READING COAL AND IRON DIRECTOR. At a meeting of the Board of Directors of the Philadelphia & Reading Coal and Iron Company held in this city yesterday, George C. Thomas resigned as a director and Edward T. Stobrevy was elected in his place.

GENERAL BUSINESS ITEMS. The Chicago Car Ferry and Lighters Company, it is stated, will put in operation on June 1 twelve boats on the Chicago River to handle freight between lake and rail carriers and their patrons.

TOPICS IN WALL STREET

General Reaction in Prices Disappoints the Traders.

Sharp Decline in Steel—Chicago Terminal at Low Record Prices—Foreign Exchange Firmer.

The stock market yesterday showed a complete change from the favorable conditions with which the week opened that even the traders were disappointed, not to say surprised. Transactions were smaller and prices with very few exceptions lower, the declines in many issues being sufficient to wipe out the improvement scored on Monday.

POOR TRADE CONDITIONS DEPRESS STEEL. United States Steel was one of the heaviest losers among the active stocks. The situation in the iron trade, which promises an extensive program of big iron production in the near future, was not calculated to increase confidence, and in addition to this the Street thought that the supporting orders which had helped steel preferred during recent days had been withdrawn.

LOW RECORD IN CHICAGO TERMINAL. Liquidation by a large holder of the company's securities was one of the reasons given for the weakness of the stocks and bonds of the Chicago Terminal Transfer Company, which yesterday sold at record low prices.

DECLINING TENDENCY IN MONEY RATES. Demand for money yesterday was even smaller than usual of late, and rates for all periods were easier. Call loans were made from 1 1/4 per cent down to 1 1/8 per cent.

MONEY AND EXCHANGE. Money on call loaned at 1 1/4 to 1 1/8 per cent, closing at 1 1/4 per cent. Most of the day's loans were made at 1 1/4 per cent.

THE LONDON MARKET. LONDON, May 24.—Money was in fair demand in the market to-day, and the supplies were more plentiful. Discounts were firm.

MINING STOCK QUOTATIONS. SAN FRANCISCO, May 24.—The official closing quotations for stocks today and yesterday were as follows:

Special to The New York Times. COLORADO SPRING, May 24.—Gardner & Co. report closing quotations as follows:

OUTSIDE CIRCULARS

More activity and greater diversity were shown yesterday in the outside market.

CONSOLIDATED GAS RIGHTS were heavily traded in on the decline to 1 1/4, at which figure a sharp advance took place, which brought the price to the highest for the day, 1 1/2, and a gain of 1/4 from Monday's close.

STOCKS. High. Low. Last. 175. American Can. 44 37 37 1/2. 100. British Col. Copper. 11 1/2 11 1/2. 400. Con. Gas. 10 10 10 1/2.

QUOTATIONS—INACTIVE ISSUES. Closing quotations of stocks compare as follows with the closing prices of Monday:

AMERICAN BANKNOTE. Bid. Asked. Bid. Asked. American Can. 44 37 37 1/2. American Express. 110 105 105 1/2.

RAILROADS. High. Low. Last. 100. Atchafalaya. 110 105 105 1/2. 100. Boston & Maine. 110 105 105 1/2.

MISCELLANEOUS. 100. Am. Ag. Chemical. 14 14 14 1/2. 100. Am. Pneumatic Service. 44 44 44 1/2.

PITTSBURG TRANSACTIONS. Special to The New York Times. PITTSBURG, Penn., May 24.—The transactions in the local Stock Exchange to-day were as follows:

NEW YORK INCORPORATIONS. Special to The New York Times. ALBANY, N. Y., May 24.—The following were incorporated in Albany today:

IN THE BUSINESS WORLD

No Trouble Expected from Sweetser, Pembroke & Co. Stockholders.

Disatisfied Element Has Only \$100,000 Out of Total of \$1,500,000—Sale Proceeding, and Good Prices Being Realized.

A. W. Houghton, of the Arnold Print Works, chairman of the Creditors' Committee which is liquidating the business of Sweetser, Pembroke & Co., made light yesterday of the objection to the proceeding made by a group of the protesting stockholders, headed by John J. Schwartz, an attorney, of 100 Broadway.

Mr. Schwartz said that he had received proxies representing about \$100,000 of the preferred stock, and that when a majority had signed their dissatisfaction with the plan of liquidation, a meeting would be held. There is \$750,000 preferred and \$750,000 common of the Sweetser, Pembroke & Co. stock.

THE SALE OF THE FIRM'S STOCK OF GOODS went on yesterday as the prices, while not as high as the first day, were satisfactory. Some of the prices paid for goods on Monday were from 1/4 to 1/2 cent higher than those at which they were regularly sold.

BOSTON MONEY MARKET. Special to The New York Times. BOSTON, Mass., May 24.—The money market is unchanged. The attempts to keep up the rates are not very successful, because demand for funds is so small that the banks are willing to favor the borrower.

CHILDREN'S RINGS NOT DUTIABLE AS TOYS—Other Decisions. In a decision written by Gen. T. S. Sherrett, the Board of United States General Appraisals yesterday overruled a protest by George Bergfeldt & Co., Baltimore, against the assessment at 60 per cent. as jewelry of small finger rings of base metal, and set with imitation precious stones.

PROTESTS OVERULED YESTERDAY were by Mandel Brothers, Chicago; William Larzelere & Co., Philadelphia, and Dearborn Brothers, John Donat & Co., William O'Connell & Sons, William H. Bliner & Son, and H. Wolff, New York.

PROTESTS SUSTAINED were by Marshall Field & Co., Chicago; Matton & Darylda, San Francisco, and the Callender, McCawley & Group Company, Providence, R. I. The protests partially sustained were by George Bergfeldt & Co., Newport, N. H.; Thomas, Thomas, and Swartz, New York; San Francisco, and H. Ilfeldt & Co., San Francisco, and Mills & Gibb, New York.

NEW YORK CITY. LONGBELL, HALE & Co.—Deputy Sheriff McCurtsey yesterday put a keeper in charge of the office of the Sheriff's office, who closed up three weeks ago, on two executions against Philip, Phelps, \$500, and Curt Winckler, \$100.

IN THE BUSINESS WORLD

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NEW YORK CITY. LONGBELL, HALE & Co.—Deputy Sheriff McCurtsey yesterday put a keeper in charge of the office of the Sheriff's office, who closed up three weeks ago, on two executions against Philip, Phelps, \$500, and Curt Winckler, \$100.

AUCTION SALES

Mortgage Sale—Frank E. Gore, auctioneer, will sell on May 29, 1934, at 1222 1/2 Ave. C, Manhattan, the fixtures of a saloon.

Mortgage Sale—Frank E. Gore, auctioneer, will sell on May 29, 1934, at 1222 1/2 Ave. C, Manhattan, the fixtures of a saloon. By order of the mortgagee, holder of mortgage, Walter J. Morgan, 100 Broadway, New York.

Mortgage Sale—Louis L. Wendell, auctioneer, will sell on May 25, 1934, at 100 Broadway, New York, the fixtures of a saloon.

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